NAMOW

est attaching to the household; and also to those larger avenues of mental and social activity in which woman is pursuing nowadays a progressive and a hopeful course, it is going to be the andeavor of The Tribune to establish a department where these topics can be a department where these topics can be a supersive intelligent treatment. The supersives we will not fall short in ordinary "woman's page" of the metro-politan new-papers is a curious and a your huir."

wonderful thing.
"Do women read such slush as that?" I asked recently of a bright Scrantonian

representative of her sex. "Yes," she replied, "they do in default of something better. But you editors are to blame for it. Give women something fit to read, and they will read it. They have, as it is, to be content with mere literary shreds and

I am not sure that there not a good we anticipate, all concerned will profit. A letter reached me the other day which contained, as I think, much sound philosophy. You shall share its sentiments with me:

EDITOR OF THE TRIBUNE. DEAR SIR: It seems fitting that a subject of Women's Suffrage should be discussed in the newspapers. Women in general are weefully ignorant in politics. In this city alone are many women who, but for the daily newspaper, would never read anything, and who take no interest in that beyond the city news and local articles. They are good housewives, but outside of caring for their families "fancy work and gossip" constitute the supreme DEAR SIR: It seems fitting that a subwork and gossip" constitute the supreme features of their existence. There are many women who never read. Toiling in life's treadmill they have no time nor wish to read. They are reached by the daily newspapers as they can be by no other iterature through nearing others tell what they have been reading. Many women read from choice pernicious literature, yet they take some interest in current topics ank skim the TRIBUNE, Truth or Republi-

These are not pleasant things to say, but it is as well to look facts in the face; and because of these facts the appearance of the sermon by Dr. Robinson, and the letter from the pen of Mrs. Yost in the columns of THE TRIBUNE, are most assuredly steps in the right direction. Dr. Robinson truly says, "Ir women want the ballot they will have it." Then it behooves women who are fowarding this movement to make mighty efforts in behalf of their sisters who know no more of politics than they do of Greek and Latin; awaken in them an interest; lend them to inform themselves in regard to these things about which they are to be called in question. There are many educated true-hearted women, culmany educated true-hearted women, cultured and refined, who have a distaste for politics. Many who are fervent Christians believe it would be wrong for them to vote. Therefore it is the duty of these who believe in equal suffrage to create in the minds of these many good and wise women a liking for what they how dislike; cause those who believe it to be wrong to believe it their Christian duty to vote. Elucate the ignorant that they may vote intelligently and not prethey may vote intelligently and not pre-cent the pitiable spectacle that so many men do when questioned about their poli-tical preferences.

Often it is said by members of the Woman's Christian Temperance union when speaking of some interesting meeting or convention, that "it was truly a representative company of women who formed the assemblage." Not as the writer understands the meaning of the word were they representatives of women in general. The Woman's Christian Tempergeneral. The woman's Christian Temper-ance union women are of more than aver-age intellectual ability; of more than ordi-nary piety. Their brain power needs no defence. They have proved conclusively that their reasoning faculties are equal to their brothers'. Only their intuition is at fault in thinking that all other women, when they have the ballot, will vote just as the Woman's Christian Temperance as the Woman's Caristian Temperance union does. If this rose-colored hope could only prove true we should see a state of things that would bring the mil-lenium on fleet wings. Then would the Christian churches stand solidly for total Christian churches stand solidly for total abstinence, and this consideration alone would be adequate reason for giving women the ballot Alas! All women are not Prohibitionists. Many of them would vote for free whisky, and their vote added to the illiterate vote would cause an appelling condition of things.

Another thing to be thought of is that there are other questions beside the great moral and Christian considerations, just as important, just as necessary to our suc-cess as a nation, as are these. And when women have acquired this royal preroga-tive they will not be united in opinion any more than are the men at the present time. There are women today who fervently desire the complete suppression of the liquor traffic and that Christian principles shall prevail throughout the land. Yet they believe it must be brought about by educating public sentiment to a higher standard, by the Christian churches taking up their imperative duty; and they also believe that Third Party votes, instead of helping the cause of temperance, have by the change so caused in governmental pol-icy wrought disaster and misery to the whole country. Sincerely, ELLEN DANFORTH HATCH.

Charles Theodore Murray, who re-cently visited Scranton, and who is a nephew of Mr. Murray, the Wilkes-Barre furniture dealer, has a curious theory that may prove interesting. He is of the opinion that women love anakes, lizards and other horrible reptiles which fill men with terror, while they scream at the sight of a mouse or a bug. He says that if you will pay a visit to the Clyde pier when one of the consiers from Florida comes in with its human freight of returning winter visitors you will find a good many small boxes containing live serpents. small alligators, chameleons, lizards, nasty bugs and things of every description. Mr. Murray relates a conversation with the purser of the Iro quois, after the latter had attended a ball at Fernandina, Fia., a saort time The bells of the occasion wore a beautiful live chameleon on her coiffure. The little creature was anenored with a gold cable, and must have been quite proud of his position in society, for he showed all his colors during the evening, turned up red and green and gold and silver alternately.

This advice of a physician is worthy of remembrance: "To keep the color and general tone of the hair it is necessary to preserve absolute cleanliness of the scalp. This can be done by occasional washing and frequent brushing. The washing is of second-ary importance and need not be oftener than once in two weeks. The brushing, and this should be a thorough friction of the scalp, ought to be a daily practice, but the brush should not be harsh and the rubbing process should be gentle. Kee, in view that you must have your scalp clean, free from accumulations, and that its condition determines the growth and age of the hair. The hair itself is to be treated tenderly, but should not be

In consequence of the growing inter- [greased nor doctored with stuffs more receive intelligent treatment. The suggestions you will not fall short in ordinary "woman's page" of the metro- keeping the growth and the color of

> It is the suplent opinion of the West Chester News that although "it may take sixty-eight measurements to con-

Colonel Cody, better known as Buffalo Bill, has sensible ideas on the woman question: "I am in favor of women voting. Why not! Women are de-veloping wonderfully just now, and can do many things which they couldn't deal in this theory. At all events, so do twenty years ago. I think it's a far as The Tribune is concerned, it good thing for women to have somewill experimentally strive to break thing to occupy their minds, Times away from the puerlities that seem to have changed, and, whereas, a women usurp first place in most women's departments; and if the result is what years back if she had dared to work in an office along with a men, now we recognize that so long as she does her work well and is womanly, she is far better there than wasting her time at nome playing with the cat. My wife doesn't care about voting, but if she wanted to I'd let her trot right up to

"Do you think the majority of women capable of voting? "Yes, quite as much as the majority

"Then you don't condemn women's

"Far from it. I'd a good deal rather feel that my daughter was at a club along with intellectual ladies than out with some men. In fact, I think it is a capital idea." And is not the colonel

There is one woman who I hope will soon cease to bother me. That is Madge Kendal. I am heretical about Marige. She makes me tired. Every and the Union Signal would be barred writing letters to managers of local out. opers houses telling them how much she is pleased with the generous treatment accorded her by Americans; of working the society racket until it creaks and groans; of doing acting zation has been instrumental in bring that would discredit an amateur, and ing about the result. The commisin short of overdoing the loquacious, sentimental, gushing mairon role in a senger rates are being well maintained manner that as it constantly courses by all interests, Lahigh Valley interests the free advertising columns cluded. This company did not receive of poorly edited Yankee newspapers seems to my Philistine mind painful and insufferable. Maybe I am ubjust. But that's how I feel, I am utterly sick of the Mrs. Kendal fad.

AMERICA ILLUSTRATED.

By a new arrangement The Trib-UNE is enabled to offer its readers any one of the twenty parts of the "America" portfolio for ten cents. All parts are now ready. This is the finest collection of popular photographic views in prints. Send stamps or cash. No coupon is necessary.

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56c. and \$1. "THE FACE OF ROSENFEL."

My physician said I could not live, my liver out of order, frequently vomited greenish mucous, skin yellow, small dry humors on face, stomach would not retain food. Burdock Blood Bitters cured me. Mrs. Adeluids O'Brien, 372 Exchange St., Burdol, N. V. Buffalo, N. Y.

GENERAL NEWS

On Wednesday of last week the Dickson Manufacturing plant was the scene of unusual activity; the immediate cause was the casting of a bed plate that weighs thirty-two tons. It was a fine illustration of Dante's Inferno if the onlooker could but imag-ine for the time being that the begrimed toilers in this hive of industry were dwellers of another world. There was no "nooning" on that day in this shop, and all hands were present to assist in moving the ladles of molten metal that went to form the bed plate. President Dickson, as well as a score of ladies, viewed the operation from he north side of the large room where the casting was made; on other sides were many citizens anxions to witness so gigantic an operation. Up near the roof were stationed sentinels who gave the signal to begin pouring the liquid metal into the long mould of sand; immediately a white stream was seen to move from the buge ladles and gradually fill the mould of sand Everybody was on the tip toe of expectation lest possibly the casting might have a flaw, but when the superintendent announced that the casting was successfully accomplished, all joined in a lusty shout of approval.

The Lebigh Valley engineers have made a survey from Tombicken to Nescopeck on the Susquehanna river. It is the purpose of the Lahigh Valley to extend its lines from Tombicken to the Su-quehanna and gradu dly push north ward. The new company will be known as the Lehigh and Northern, operating under a charter granted to E N. Frisbie, who built the Schuylkill and Lehigh or Lizara Creek branch. E. P. Wilbur will hold one-third of the stock in trust for the Lehigh Valley Railroad company, the balance will be held by the Valley officials. The proposed line will also connect with the nain line of the Lebigh Valley at White Haven. The route was surveyed eighteen months ago. — Wilkes-Barre

Commissioner Goddard, of the Trunk Line association, is authority for the statement made that the cut rate in lake and rail freights will be withdrawn and the old rate of 15 cents reestablished on June 7. These rates come within the jurisdiction of the Trunk line association, and the organisioner says that the west bound pasan increase in percentage of west bound passenger business, as erroneously reported sometime ago, in consideration of a withdrawal of its cul-rates tickets from the market. The question of an increased percentage was raised but has not yet been disposed of.

The condition of Dodson & Co.'s Morea colliery, which was flooded last week by the bursting of the dams at New Boston, is much worse than was at first supposed and will require much more time than that given in the original estimate to put it in condition for work again. Two pumps have been re-moved from New Boston colliery and put in service in the slope, and in addition to these two gunboats are going day and night hoisting water. It is es timated now that the water will not be ill removed before the latter part of August or the first part of September.

W. P. Holbert will know in a few weeks whether he owns a coal mine or just a small vein of the black dia-Mr. Holbert owns a large farm at Equinuple, and last fall a vein of anthracite coal was discovered. This week a test hole is to be put down with a view of finding out whether or not coal exists in quantities large enough to pay for sinking a shaft. The Scranton miners who are to put down the test hole state that the outlook for a big kind of coal is exceedingly good.

The figures for the production of several colliries in the neighborhood of Wilkes-Barre for the year to date are as follows: New Hollenbeck, 20,626 ons; Empire, 41,979; South Wilkes-Barre, 69 789; Stanton, 61,660; New Jersey, 17,657; Sugar Notch, 34,178; Lance, 35,702; Notting ham, 84,840; Reynolds, 27,478; Wanamis, 39,244; Parish Coal comp.ny, Plymonta, 23, 681; Maffet, 21,118; Bennet, 23,887; Alden, 28; Red Ash, 52,145; Newport, 13,620; Kidder Coal company, 14,736; Pennsylvania Coal company, 1,485, Delaware and Hudson Canal company, Plymouth, 1,161; Boston, 658-total,

The big washout on the Pennsylvania railroad at Conemaugh affords, says the Philadelphia Times, an admirable illustration of how such casualties are dealt with by great railroad sys tems. Although the washout came suddenly it was anticipated several hours ahead by the officials and even before the trestling had been swept away preparations for its repair had already been begun. As early as Sunday afternoon the trackwalkers at Conemand began to advise the general superintendent at Altoona and the division superintendent at Pittsburg that the river was rising and that, if it continued, would endanger the trestling, Thus the superintendents were kept in close communication with the state of affairs at Conemaugh and held themselves in readiness to be governed accordingly. It was not many seconds after the structure was carried away that the officials know the fact and then the first difficulty to be adjusted was getting trains through and the handling of mails. In this instance the Pennsylvania railroad laid the matter before its competitor, the Baltimore and Ohio, and was granted the use of the latter's line until the breach could be repaired. When this difficulty was settled the next step was to deal with the breach. The superin tendent of the Pennsylvania railroad accordingly made requisition on the home division superintendents of the Fort Wayne, Panhandle and West Penn roads for men and material. They in turn called on their chief maintenance of way engineer, who again drafted in all the supervisors of the division and called for building material, and in scarcely less time than it takes to write it trains were on their way to the scenw of the washout carrying timber and workmen. By this admirable system of railroad management, by which every man has a certain work to do and does it without delay, wrecks are cleared and tracks are laid with a rapidity that is marvelous.

Western railroad presidents have unanimously agreed upon an advance in freight rates. The agreement covers the entire territory now under the jurisdiction of the Western Freight, Southwestern Traffic and Trans-Missouri Freight associations. It pro-vides for the advance of all rates not

later than May 30, and thereafter for their absolute maintenance until due notice is given. It makes of the new association, at least on paper, the strongest instrument in existence for the maintenance of rates. The entire responsibility for the maintenance of Western rates is on the shoulders of the presidents.

A queer thing in mechanical ingenu-ity is exhibited by William Wallace, foreman of the Eric pattern shops at Susquehauna, in the form of a miniature locomotive, every part of wood, standing 11 3-16 inches to the top of the stack and 311 inches from nose of pilot to end of cab. This little engine was ordered by the company, to be an exact reproduction, on a smaller scale, of passenger locomotive No. 328, now running on the Eric's Su-quebanna division. Every pipe and rod, some not larger than a strand of linen thread, is there in proper position, and every moving part of the original loco-motive is reproduced and works as it should when the model moves along on the tracks. The reverse lever and backward and forward motion is even there, and the little 328 can be "handled" exactly as her big prototype. The model will, in a few days, be for-warded to the Erie headquarters at New York.

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Time Table in EFFECT MAY 20, 1804.

Time Table in Effect May 20, 1894.

Trains leave Scranton for Pittston, Wilkes-Barre, etc., at 8.30, 9.15, 11.30 a. m., 12.50, 2.00, 8.00, 5.00, 7.25, 11.05 p. m. Sundays, 9.00 a. m., 1.00, 2.15, 7.10 p. m. Sundays, 9.00 a. m., For Ariantic City, 8.20 a. m.

For New York, Newark and Elizaboth, 8.20 (express) a. m., 12.50 (express) p. m. Sunday, 2.15 p. m.

For hauch Chunk, Allentown, Bethlame, Easton and Philadelphia, 8.20 a. m., 12.50, 3.30, 5.00 (except Philadelphia) p. m. Sunday, 2.15 p. m.

For Long Branch, Ocean Grove, etc., at 8.70 a. m., 12.50 p. m.

For Heading, Lebanon and Harrisburg, via Allentown, 8.20 a. m., 12.50, 5.00 p.m. Sunday, 2.15 p. m.

For Pottsville, 8.20 a. m., 12.50 p. m.

For Pottsville, 8.20 a. m., 12.50 p. m.

For Reading, Am., 12.50, 5.00, p.m. Budden, Allentown, 8.20 a. m., 12.50 p. m.
For Pottsville, 8.20 a. m., 12.50 p. m.
Returning, leave New York, foot of Liberty street, North river, at 8.10 (express) a. m., 1.10, 1.30, 4.30 (express with Buffet parior car) p. m. Sunday, 4.30 a. m.
Leave Philadelphia, Roading Terminal, 2.00 a. m., 2.00 and 4.30 p. m. Sunday, 6.27 a. m.
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J. H. OLHAUSEN, Gen. Supt.



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For Honesdale (from Delaware, Lackawanna and western depot, 7:00, 8:35, 10:10 a.m., 12:00 m., 2:17, 5:10 p. m.

For Carbondale and Intermediate stations, 5:40, 7:00, 8:30, 10:10 a. m., 12:00 m., 2:17, 3:21, 6:10, 6:20 and 9:35 p. m.; from Bridge Street Depot, 2:30 a. m., 2:17 and 11:35 p. m.

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Time tables showing local and through train

Time tables showing local and through train Time tables showing local and through train service between stations on all divisions Delaware and Hudson system, may be obtained at all Delaware and Hudson ticket offices.

H. G. YOUNG, J. W. BURDICK,
Eccond Vice President. Gen. Pass. Art.

LEHIGH VALLEY

Train leaves Scranton for Philadelphia and New York via. D. & H. R. R. at 8 a.m., 12.19, 2.36 and 11.36 p. m. via. D. L. & W. R. R., 6.09, 8.08, 11.29 a. m., and 1.31 p. m.

Leave Scranton for Pittston and Wilkes-Barre via D., L. & W. R. R., 6.00, 8.08, 11.29 a. m., and 1.31 p. m.

Leave Scranton for Pittston and Wilkes-Barre via D., L. & W. R. R., 6.00, 8.08, 11.29 a. m. 1.30, 3.69, 6.07, 8.90 p. m.

Leave Scranton for Whito Haven, Hazleton, Pottsville and all points on the Beaver Meadow and Pottsville branches, via. E. & W. V., 6.49 s.m., via D. & H. R. R. at 8 a.m., 12.10, 2.38, 4.16 p.m., via D. L. & W. R. R., 6.00, 8.08, 11.20 a.m., 1.30, 3.09 p.m.

Leave Scranton for Bethlehem, Easton, Reading, Harrisburg and all intermediaty points via D. & H. R. R., 8 a.m., 12.10, 2.38, 11.35 p.m., via D., L. & W. R. R., 6.00, 8.08, 11.20 a. m., 1.30 p. m.

Leave Scranton for Tunkhannock, Towanda, Elmira, Itinaca, Geneva and all intermediaty points via D. & H. R. R., 9.07 a.m., 12.10 and 11.35 p. m., via D. L. & W. R. R., 8.03 a.m., 1.210 and 11.35 p. m., via D. L. & W. R. R., 8.05 a.m., 1.210 and 11.35 p. m., via D. L. & W. R. R., 9.07 a.m., 12.10, 15.11.15 p. m., via D. L. & W. R. R., 9.07 a.m., 12.10, 15.11.15 p. m., via D. L. & W. R. R., 9.07 a.m., 12.10, 15.11.15 p. m., via D. L. & W. R. R., 8.08 a.m., 1.30 and 8.07 p. m.

Pullman parlor and sleeping or L. V. chair cars on all trains between L. & B. Junction or Wilkes-Barre and New York, Philadelphia, Buffalo and Suspension Bridge.

ROLLIN H. WILEUR, Gen. Supt. East Div. CHAS S. LEE, Gen. Pass. Agt. Phila, Pa. A. W.NONNEMACHER. Asst Gen. Pass. Agt. South Bethlehem, Pa.

DELAW, RE, LACKAWANNA AND
WESTERN RAILROAD
Trains leave Scranton as follows: Express
for New York and all points East, 1.0, 2.53,
5.15, 8.00 and 9.50 a. m.; 12.55 and 3.50 p. m.
Express for Easton, Trenton, Philadelphia
and the South, 5.15, 8.00 and 9.5) a. m.; 12.55
and 3.50 p. m.

Express for Easton, Trenton, Philadelphia and the South, 5.15, E.99 and 9.5) a. m.; 12.55 and 3.59 p. m.

Washington and way stations, 3.55 p. m.
Tobyhanna accommodation, 6.19 p. m.
Expr. ss for Binghamton, Oswego, Elmira, Corning, Bath. Dansville, Mount Morris and Buffalo, 12.10, 2.15 a. m. and 1.24 p. m., making close connections at Buffalo to all points in the West, Northwest and Southwest.
Bath accommodation, 8 a. m. Bath accommodation, is a. m. Binghamton and way stations, 12.37 p. m.

Binghamton and Elmira Express, 6.05 p.m. Express for Cortland, Syracuso, Oswogo, Itlea and Richfield Springs, 2.15 a.m. and 1.24 Utics and Richfield Springs, 215 a. m. and 124 p. m.
Ishaca, 215 and Bath 9 a. m. and 124 p. m.
For Northumberland, Pittston, Wilkes-Barro, Plymouth, Bloomsburg and Danville, making close connections at Northumberland for Williamsport, Harrisburg, Baltimore, Washington and the South.

Northumberland and intermediate stations, 600, 855 a. m. and 1.30 and 6.07 p. m.
Nantcoxe and intermediate stations, 8.03 and 11.39 a. m. Plymouth and intermediate stations, 3.04 and 3.59 p. m.

Pullman parlor and sleeping coaches on all express trains.

For detailed information, pocket timetables, etc., apply to M. L. Smith, city ticket office, 328 Lackawanna avenue, or depot ticket office.



SCRANTON DIVISION. In Effect January 28th, 1894. North Bound. South Bound.

209 207 203 202 204 208 Stations Sta 7 10 West exm street ... 7 55

7 7 00 Weshawken ... 8 00

P M P MATTIVE Leavel M P M

8 20 ... 1 15 Hancock Junction 6 08 ... 2 08

8 10 ... 1 09 Hancock 6 06 ... 2 11

7 55 ... 12 55 Startight 6 18 ... 2 34

7 51 ... 12 55 Preston Park 6 25 ... 2 21

7 51 ... 12 52 Preston Park 6 25 ... 2 21

7 53 ... 12 32 Poyntelle 6 44 ... 2 50

7 83 ... 12 32 Poyntelle 6 44 ... 2 50

7 22 ... 12 13 Pleasant Mc, 6 55 ... 3 03

7 19 ... 12 25 Belmont 6 45 ... 2 53

7 22 ... 12 13 Pleasant Mc, 6 55 ... 3 03

7 19 ... 12 25 Unitondale 16 58 ... 5 09

7 08 P M 11 59 Porset City 7 10 A M 3 19

6 51 5 32 11 44 Carbondale 7 34 9 48 73 4

6 87 5 27 (1140 White Bridge 7 27 9 48 73 38

6 83 5 141 135 Archibald 7 30 10 62 85 1

6 83 5 141 135 Archibald 7 30 10 62 85 1

6 83 5 5 (11 21 Peckville 7 48 10 10 8 36

6 25 5 (01 1 17 Olyphant 7 52 10 15 40 6

6 25 5 (01 1 17 Olyphant 7 52 10 15 40 6

6 25 5 (01 1 17 Olyphant 7 52 10 15 40 6

6 13 14 35 Fark Place 8 02 10 24 41 6

6 10 4 50 11 05 Scranton 8 03 10 30 04 41 6

6 10 4 50 11 05 Scranton 8 03 10 30 04 41 6

8 13 14 3 Kleave Arrive A RA M P M

All trains run dally except Sunday. 7 00 Weenawae

F MATTIVE Leavela

1 15 Hancock Junction of
1 109 Hancock
12 58 Startight
12 58 Prestor Park
12 47 Como
12 32 Poyntelle
12 25 Belmont
12 125 Helmont
12 125 Helmont
12 125 Unlondale
13 15 Forset City
5 32 11 44 Carbondae
5 27 (1140 Matthe Bridge
MayBeld
15 22 May Belmont

All trains run daily except Sunday.

1. signifies that trains stop on signal for passengers,
Additional trains leave Carbondale for Scranton 1.10 and 6.15 p. m., arriving at Scranton 1.05 and 7.00.
Leave Scranton for Carbondale 6.50 and 8.30 arriving at Carbondale at 7.36 and 2.15 p. m. secure rates via Ontario a Western before purchasing tekets and save money. Day and hingt Express to the West.

F. Flitcroft, Div. Pass, Agt. Scranton, Pa.

ERIE AND WYOMING VALLEY RAIL
Trains leave Scranton for New York and intermediate points on the Erie railroad at 6.35
a. m. and 3.25 p. m. Also for Honesdale, Hawley and local points at 6.35, 9.45 a.m., and 3.23 p.m.
All the above are through trains to and from Honesdale.
An additional train leaves Scranton for Lake Ariel at 6.25 p.m. and arrives at Scranton for from the Lake at 8.40 a.m. and 3.55 p.m.
Trains leave for Wilkes-Barre at 6.49 a.m. and 3.41 p. m.

THE DICKSON MANUFACTURING CO. Locomotives and Stationary Engines, Boilers,

HOISTING AND PUMPING MACHINERY. General Office, SCRANTON, PA.